

## LOCAL BREVITIES.

It is reported that the Schuetzen Club will soon give a ball.

Castle & Cooke have a few words to say about oil this morning.

The National Band will concertize this evening at the hotel.

Arthur Johnstone of the Star is the Chronicle correspondent now.

The August term of the Circuit Court will open on next Monday.

There will be no Holomna today. This will be a great shock to every one.

The Philadelphia will land men this morning for the regular weekly drill.

The Quintette Club will accompany the F. L. Hoogs excursion to the Volcano.

The Scottish Thistle Club will give a concert and ball on next Friday evening.

D. M. Crowley is thinking of taking "Oceanica" abroad. This may kill annexation.

C. B. Reynolds, the agent of the Board of Health, will leave for Molokai on the Hawaii.

Professor Berger is at work on a new waltz. It will be called "The Paradise of the Pacific."

The steamer Kinau will arrive from Hilo tomorrow. She will depart on Friday at 2 o'clock.

Mr. J. Hoting and wife and Lady Herron and family have been spending a few days at Niu.

Mrs. William Lishman and daughter will leave for San Francisco on the bark S. C. Allen.

Minister Resident Wodehouse and wife entertained Minister and Mrs. Willis at dinner last evening.

Lee Tong, the Chinese hackman, who assaulted Gideon West, was found guilty on Saturday and fined \$25.

The Queen's Hospital trustees have decided to have an artesian well bored on the hospital premises.

The California Feed Company received a fresh supply of hay, grain and chicken feed by the Irrigard.

A che fa game was "pulled" by the police yesterday afternoon. The game was in operation on Nuuanu street.

The police captured four barrels of swipes on Saturday, and a number of natives were in mourning in consequence.

F. Wilcox, formerly connected with local soda water companies, has gone into business himself at Waimea, Kauai.

A big wagon and a brass band were on the streets yesterday, advertising the mass meeting of the Republican party.

The Kinau will arrive on Wednesday and depart again for Hilo on Friday with the volcano excursion party on board.

W. H. Cornwall states that he has no idea of matching Johnny Hayward with Nevada for the much talked of race.

President Dole spent Saturday afternoon at Pearl City peninsula. B. F. Dillingham's special car was placed at his disposal.

Ka Leo is to have an English page hereafter. It is expected that Editor Bush will make it warm for the Holomua.

The catalogue of the Oahu College has been issued. It gives a number of interesting statistics about that institute.

Ex-Deputy Sheriff W. E. A. Deverill was stricken down with paralysis one day last week, and at last accounts he was in a very precarious condition.

Miss Grace Wing has resigned as an instructor at Oahu College, and will leave for her home in the States early in September.

The hare and hound race on Saturday afternoon was not a success. The paper gave out and the hounds lost the trail, and there was a general dissatisfaction.

A native named Pekelo, who had a stall in the Fish Market, died on Saturday and was buried yesterday. His funeral was one of the largest in a long while, forty-eight backs being in the procession.

The residence of Mrs. C. H. Judd, on King street, near Piikoi, was entered by burglars on Saturday evening while the family was absent at Kula. Beyond ransacking the bureau drawers and scattering things all over the house, no harm was done, and nothing missed from the house.

F. A. Hosmer, President of Oahu College, and Mrs. Hosmer expect to leave on the Arawa. They will go East over the Canadian Pacific.

A native prisoner while employed in a quarry yesterday had his hand crushed while at work. He was conveyed to town at once for medical attention.

The yacht Hawaii, with Minister Thurston and friends on board arrived first at Waianae last night. She was followed by the Bonnie Dundee, while the He'lene came in last.

Only those who are attired in costumes or full dress will be allowed to dance before midnight at the approaching ball given under the auspices of the American League.

The armory on the corner of Beretania and Punchbowl streets will re-open today as a skating rink and bicycle school. Professor Lambert, formerly with Wooten & Bromley, will be the instructor.

D. M. Crowley is looking for the man who walked off with his "Captain Cook" uniform on Saturday night. He is also sore on amateur actors and newspaper men who guy his latest effort in the dramatic line.

It has been rumored that the Philadelphia would leave for Hilo tomorrow for gun practice. The report could not be confirmed last night, the officer in charge stating that he knew nothing about the proposed trip.

If the Monowai arrives after the many rumors that have been floated about her, she will be lucky. The latest story is that she had been sent north for the Colonial mail. The man who started the rumor did not know that there is a regular steamer line between Victoria and San Francisco.

## GREAT EXCITEMENT.

Eight Policemen and Two Lieutenants Charge the Hotel.

There was considerable excitement at the Hawaiian Hotel yesterday afternoon. It was reported all around town that there had been a shooting scrape there, and everybody was asking every one else about it.

The bloody fight turned out to be as innocent as "Oceanica." It seems that the police were looking for an escaped leper and located him in the vicinity of the hotel. Some one telephoned to the police station and asked that two policemen be sent to help capture the leper. Instead of sending two, the authorities sent up eight men and two lieutenants, and the hotel boarders thought a rebellion had broken out. Telephone messages were received asking what the trouble was, but no satisfaction was received, and the leper got away.

## A BAD RUMOR.

Someone Starts a Story of Death and Destruction.

Someone started a rumor last Friday to the effect that there had been a race war in Hilo between Japanese and Chinese, and that four of the former and two of the latter had been killed in the fight.

On investigation, however, it was found that there was absolutely no truth in the report, which originated in Punaluu, through someone trying to tell fairy stories to the Japanese steward of the Hall.

## Hawaiian National Band.

The National Band will give a concert at the Hotel this (Tuesday) evening at 7:30 o'clock. The following is the programme:

1. March—"Queen Liliuokalani"
  2. Overture—"Poet and Peasant"
  3. E. Clarinet Solo—"Maritana"
  4. Selection—"Adella"
  5. Duet—"Attilla"
  6. Polka—"Twin Brothers"
  7. Waltz—"Entre Fioles"
  8. March—"Mai Poina oe ia u"
- Mr. C. Falkapu.  
Three Hawaiian Songs.  
Duet—"Attilla"  
Cornet solo by Messrs. Ayllet and A. Aika.  
"God Save the Queen."  
"America."  
"Hawaii Pono."

## The Cable.

Out of four routes proposed to the Ottawa Intercolonial Conference for a Pacific cable, three take in Necker Island. The fourth substitutes Fanning Island, which lies well south of Hawaii and now belongs to England.—Ex.

The are twenty-one law firms in America in which the partners are husband and wife.

## CROWLEY'S CRITICISM.

How Bush's Paper Reviewed the Great Play.

The following account of the production of "Oceanica" at the Opera House on Saturday night is copied from the English edition of Ka Leo. As Mr. Crowley, the author of the play, is said to be the editor of the paper mentioned, the criticism may seem somewhat biased. It is as follows:

"Oceanica," as performed by the Crowley Combination Company in the Opera House last Saturday evening gave a treat to the historical student such as our community has not for a long time enjoyed and which it is feared will not again be repeated in the near future. The plot—the discovery of the Hawaiian Islands and the subsequent martyrdom of Captain Cook—has never, perhaps, been treated in such an unparalleled manner, showing at once great historical research and the incapability of common minds to grasp the details in all their minuteness until they are presented by a master hand. The cast of characters by the company was a very happy one, giving to the different local artists a chance to confer a great favor on those who had the pleasure of witnessing the performance and themselves at the same time by their efforts on the stage. The native parts of the King Kalaikou, Holoa the High Priest, and others too numerous for us to mention in the short space allotted for this article, were well delineated by H. C. Ulukou and Luana, while the author reserved the more difficult role of the great discoverer for himself.

The whole cast was most ably supported by transient visitors from the man-of-war now in port, and by the audience themselves. The "Two Maes," introduced near the close of the performance were a host in themselves. The synopsis of the drama, as detailed in the programme, was a most necessary detail of itself for without it one would have been hardly able to comprehend the intricate plot in all its bearings, delineating as it did scenes from different countries, and of different epochs of the world's history.

## MUSIC HATH CHARMS.

Hawaiian Singers to Accompany the Volcano Excursion.

W. Porter Boyd, the United States Vice-Consul, and Mrs. Boyd, Miss Landers and Mrs. Horace Austin, two visitors, and possibly Councilman D. B. Smith, will form the nucleus of the excursion party leaving here on next Friday by the steamer Kinau. The steamer will arrive at Hilo early Sunday morning, and, after breakfast at the Hilo Hotel, the party will leave for the Volcano House, arriving there late in the afternoon. The stay at the volcano will include three nights and two days, and then the excursionists will leave for Hilo. Wednesday night and all of Thursday will be spent in the beautiful village named. On Thursday night the party will board the Kinau, and, after a pleasant sail, Honolulu is reached on the following Saturday morning.

Mr. Hoogs announces that if the party numbers ten, the Hawaiian Quartette will be taken along to furnish music, both instrumental and vocal, for the excursionists. This is an innovation that will be appreciated by everyone. The members of the quartette have lately returned from the Midwinter Fair, and are considered excellent in their line.

## Largest of Ocean Cables.

St. Johns, N. F., July 8.—The cable steamer Britannia, Captain Kennedy, arrived at Heart's Content, a seaport of Newfoundland, on the southeast side of Trinity Bay, last night from London, having on board about 190 miles of cable, the shore end of the Anglo-American cable. The Britannia will be followed on Tuesday by the Scotia with the deep-sea section of the cable. The Britannia, after receiving a supply of coal, will start to lay the cable, shore and outward. She will be accompanied by the Scotia, which, when she receives the end of the cable to be spliced from the Britannia, will begin to pay out her cargo of cable, the Britannia meantime proceeding to London to receive the final section, returning in time to meet the Scotia, when the great job will be completed. The new cable is the largest in the world, and considerable interest has been manifested in the completion of the work. The Britannia reports having passed several very large icebergs on the passage.

## Couldn't Eat Eels.

Quite a large party returned from Hanauma on Sunday night. The party left on Saturday afternoon for two days' outing. Those who went were United States Consul-General Mills, Vice-Consul W. P. Boyd, Kalaniana'ole, Kawanakoa, Tommy Cummins; Henry, Frank and Willie Vida, Harry Cooper and Willie Wilder. The party tried to catch fish, but the only kind that bit were eels, which only one of the party could eat.

## WHAT FLAGS SIGNIFY.

The Colors of a Regiment or Ship Are More Than Mere Silk.

Flags are not merely so many yards of silk. They represent to a soldier what is noblest in this country's history and institutions. Their loss, under circumstances short of heroic, is an eternal disgrace to the regiment losing them. Only death can excuse the color guard from defending them, and when the guard has been shot or cut down others should be ready to stand by the flag. In the navy a vessel never strikes her colors except to acknowledge defeat.

For this reason when in that great sea duel between Paul Jones' Bonhomme Richard and the English Serapis, which lasted far into the night, the ensign was shot away from the balyards, Lieut. Stafford plunged into the sea after it, and braving a double death—he was in fact wounded while swimming—saved it and set it again, and it was the Serapis which finally struck. The Cumberland went down in Hampton Roads with colors flying, and when recently the old Kearsarge, which sent the Alabama to the bottom, struck on Rancador reef, in the Caribbean sea, and her crew were obliged to take to the boats the ensign was left fluttering in the breeze.

Next to our own flag, that of Great Britain interests us most. It is called the "union" flag because it is three flags in one. The flag of England is a red cross on a white field; that of Scotland, a white St. Andrew's cross on a blue field. These flags were combined when England and Scotland united in 1603; and on the union with Ireland, the Irish flag, a red St. Andrew's cross on a white field, was added. The union of the three countries is thus indicated on the "union." The St. George's cross of England remains as before and is the central feature of the flag, dividing it into four quarters, occupied by the St. Andrew's crosses, the white of Scotland and the red of Ireland, which are placed side by side.

Aboard a British warship the "union" is hoisted only when the queen or an admiral is aboard. English ships under sail under the British ensign, of which there are three kinds—white, blue and red—each with the union in a square in the upper part of the hoist, that portion of the flag along the staff. The navy, and, by special permission, the Royal Yacht Club, sail under the white ensign, which has, besides the union, the red cross of St. George over the whole. The blue ensign is a privilege allowed to those merchant ships which are officered by members of the naval reserve and one-third of whose crews belong to the reserve. It is also flown by a few yacht clubs. The red is the merchantman's ensign. Until 1864 the British naval fleet was divided into three squadrons, each in command of an admiral, who was known by the color of his flag, as the "admiral of the blue," the "admiral of the red" and the "admiral of the white." This distinction was abolished because it was found puzzling in action and was often eliminated. Trafalgar, for instance, was fought under the white ensign. The French and Spanish ships went into action without setting their colors, but were later obliged to hoist them so as to be able to strike them.—The Outlook.

## The Lumber Trade.

The United States sends lumber to every country on the globe, and while in many lands the market is virtually controlled by the shippers of this country, there are still numerous possibilities of increased sales. It is astonishing to learn that nearly all the building lumber imported by Africa comes from the United States, that Japan buys it and that no other lumber enters South American ports. In Samoa they pay four cents a foot for rough Oregon pine and California red wood, and Hawaii, by letting in American lumber free of duty and charging the Canadians 10 per cent. ad valorem, virtually prohibits the importation of the latter. Consul Mills at Honolulu reports that all the timber used there comes from the United States, and that it amounts to 15,000,000 feet annually.—American Ex.

## Jim Says He Is Glad.

James Quinn declares that he is glad that the registration board refused to register him, for, as he says, he will save money by holding himself aloof from politics. It will be remembered that in the past James took a great interest in local political affairs, and he was such an ardent supporter of the National Reform party that the other members of the organization always allowed him to dig up funds for hall rent and band wagons, the expenses amounting at times to 100 yen or thereabouts.

A few copies of the "Convention Proceedings" can be had at this office. It is a valuable book because it contains a full report of the doings of the Constitutional Convention.

The ADVERTISER is delivered by carriers to any part of the city for 75 cents a month, in advance. Subscribe now and keep up with the new year. Ring up Telephone No. 88.

## MADE THEM MARRY.

EMPEROR NAPOLEON WAS A MATRIMONIAL DESPOT.

He Compelled Women to Marry to Suit His Interests or Whims—Some of the Disagreeable Alliances Brought About by This Tyrannical Matchmaker.

Among the numerous works to which the revival of the Napoleonic legend has given birth is one called "Napoleon and the Ladies." The writer exerts himself to the utmost to transform the rough soldier and despot into a hero of romance, but without success. His relation with his two wives were not remarkable for either consideration or delicacy, and he adopted a coarse plainness in his conversation with the ladies of his court which was not far removed from downright vulgarity.

But what tended to make the very name of Napoleon hateful to all young Frenchwomen was his famous conscription of girls, whom he married offhand to his generals without the slightest ceremony. The Marquise de Corgny, on her return to Paris, was ordered to marry her daughter to General Sebastian. Both mother and daughter protested in vain. Three days after the order the marriage took place at the Tuilleries, Napoleon himself giving away the bride. Mlle. Adele de la Rochefoucauld was renowned throughout the whole department for her grace, beauty and expectations, when she was privately informed by the prefect that Napoleon had decided to marry her to Count Aldebrandini. The lady objected to the count for the best of feminine reasons—namely, that he was neither young nor handsome.

The count, however, was the brother of Prince Borghese, the husband of Pauline, the sister of Bonaparte, and the resistance of father and daughter was of no moment, and they were obliged to yield to the will of Napoleon. Count d'Arberg, the descendant of a sovereign family, prefect of the Bouches du Weser, and one of Napoleon's chamberlains, had two daughters of marriageable age. Napoleon ordered that one should marry General Klein, and the other General Monton, count de Lohan. The mother of the two young ladies was Countess Stolberg, sister of Countess Albany, widow of the last of the Stuarts. Fanny Dillon, the daughter of Count Dillon, was ordered to marry General Bertrand. The young lady refused even to see the general, objecting that he was hideous, which unfortunately happened to be the truth. Napoleon was irritated at this conduct and ordered the young lady to be arrested and confined in prison until she consented to marry Bertrand, the monster, as she called him.

The Duc de Laureguais, father of the Duc d'Arenberg, colonel of a regiment of cavalry and an unfortunate bachelor, was ordered by Napoleon, under penalty of dismissal from the army, to marry forthwith Mlle. Stephanie Tascher de la Pagerie, cousin germaine of the Empress Josephine. The young lady as well as the duke objected to the marriage, and the former had the audacity to declare that she not only hated the duke, but was over head and ears in love with a certain M. de Gentry. The marriage between the cousin of Josephine and the duke nevertheless took place, and at the marriage ceremony, when the young lady, in reply to the priest's question, refused to say yes Napoleon himself deigned to push her head downward in token of assent. After the marriage ceremony this strangely married couple went to reside at the Hotel de Chimay. But the duchess refused to receive her husband, who, like a reasonable being, posted after his regiment, then serving in Spain. In 1811 he was made prisoner and sent to England, where he remained until the fall of Napoleon in 1814. On his return to Paris the duchess obtained a dissolution of the marriage on the ground of restraint, and she finished by marrying the happy M. de Gentry.

The Prince of Hohenzollern, cousin of the king of Prussia, was ordered to marry Antoinette Murat, a cousin of the "Beau Sabreur" and king of Naples, and although both the prince and Antoinette declared that they mutually hated one another the marriage nevertheless took place, Napoleon being of the opinion, like Mrs. Malaprop, that married life had better commence with a little hatred. One morning the Duc de Croix was informed by his friend, the prefect of Mans, that Napoleon had resolved that his daughter should be married at once to a general, and that an order to that effect would be delivered to the Duc de Croix on the following day. But the duke was a man of resource, and there being in the house an amiable cousin, one Fernand de Croix, a marriage between the two cousins was celebrated at midnight by the parish priest. When the formal order of Napoleon arrived the next morning, the duke replied that he was "desolated," but that his daughter had already married her Cousin Fernand. But it was not safe to try to outwit the powerful emperor, and a few days afterward Cousin Fernand, the married man, was drafted into a regiment of cavalry and sent to Russia, from which country he eventually returned, minus an arm.

As late as 1812 the Minister of Police Savary issued a circular to all the prefects of departments, ordering them to send to Paris a list of all the heiresses in their respective departments, with full particulars as to age, personal charms and amount of property, either in possession or in expectation. These lists were sent to the emperor, who divided his time impartially between the perusal and the monthly returns of the positions of his regiments and their presumed equipments. In fact, the emperor, whether from policy or freak, or from both, was an inveterate matchmaker and never troubled himself about the "conscientious scruples" of either the ladies or gentlemen concerned.—American Register.

The Daily Advertiser, 75 cents a month. Delivered by Carrier.

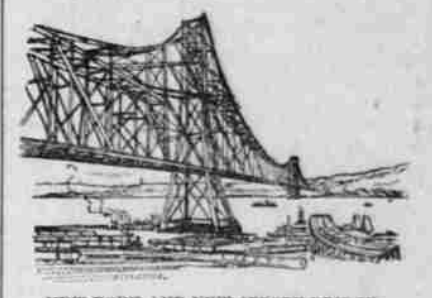
## ACROSS THE HUDSON.

THE BRIDGE BETWEEN NEW YORK AND NEW JERSEY NOW ASSURED.

It Will Have a Span of Two Thousand Feet, Will Be Crossed by Six Tracks and Be Connected With a Mammoth Terminal Station and Hotel.

It really begins to seem probable that New York will finally secure the boon she has so many years been anxiously struggling for—in the erection of a bridge across the Hudson, connecting Manhattan Island with the New Jersey shore. A faithful history of the project to unite the island and the mainland in this way would be a story of much earnest endeavor and much lobbying at state and national capitals as well as bitter contentions between the different companies formed at one time and another to carry out the scheme.

Perhaps the most persistent opposition has come from those who have believed that the bridge would form an obstacle to navigation, and plans have had to be made over and over again to meet the requirements of the United States government in this matter. Two or three times bills authorizing construction have been passed by the legislatures of the two states, and early in the present session congress passed a bridge bill which was satisfactory to the parties interested. President Cleveland vetoed it, however, because, in his judgment, the part of the measure prohibiting the placing of piers in the river was not sufficiently clear. So a new bill, which met his objection, was drawn up, and on its passage a short time ago he affixed his signature in proper form, thus making it a law.



NEW YORK AND NEW JERSEY BRIDGE.

Now, if the plans of the company are satisfactory to the secretary of war, the work, it is presumed, will be pushed to a speedy completion. This means, according to the promises of the company, within four years, but unless greater expedition is attained than was in the case of the Brooklyn bridge the next century will be started before trains cross the proposed structure.

The bill provides that the bridge shall span on Manhattan Island between Fifty-ninth and Sixty-ninth streets, and that all railroads on both sides of the river shall be privileged to use the tracks. The lines likely to avail themselves of the opportunity thus afforded to run their trains directly into the city of New York are the Central Railroad of New Jersey; the Pennsylvania; the Delaware, Lackawanna and Western; the Erie; the West Shore; the New York, Susquehanna and Western; the Lehigh Valley and the Ontario and Western. It will undoubtedly be much more convenient and much pleasanter for through passengers to cross the river over the bridge than by the present ferry lines, although it is not at all probable that its construction will drive the ferries out of use. In the case of the East river bridge, although it has proved to be a great convenience and is used by many thousands every day in the year, the ferries still continue to do business at the old stand, now carrying many more persons daily than they did before the construction of the bridge. It is predicted that the proposed bridge will affect the business of the ferries even less than has the one over the East river. The vast majority of the ferry passengers are commuters who go to New York every day to business and return every night to their homes. Their work in most cases is done below Forty-second street, and the ferries carry them very near to the places of their employment, whereas the bridge would land them miles up town.

Connected with the bridge and the railroad lines that will use it will be a vast union passenger station and terminal hotel, which will be located between Seventh and Eighth avenues and Forty-second and Forty-fourth streets, covering the whole of two large city blocks. The structure will be dual and will form one of the largest railroad depots in the world. The revenue of the depot and the bridge will be derived exclusively from the railroads, as no provision has been made for the carrying of passengers by the bridge company itself. It is believed that all the railroads that terminate on the Jersey shore will use the structure for their through trains, and it is not unlikely that they will combine for the erection of a mammoth union depot upon the Jersey flats besides the one in New York.

The total cost of the bridge, it is expected, will be about \$40,000,000. It is to carry six tracks, to have a span of 2,000 feet, or more than one-third of a mile, the lowest point to be 150 feet above spring high tide. It is proposed to connect the New York station with the New England lines by running a two track road on a viaduct to One Hundred and Fifty-fifth street, thence through a tunnel to One Hundred and Sixty-third street.

In the circumstances it would seem to be the part of wisdom for the authorities of New York to hasten the construction of the long talked of rapid transit line. It is getting easier every year for those doing business in New York to travel rapidly to suburban homes, whereas the provisions for rapid intramural traffic have not been improved for many years.

## One Paper Mill's Monopoly.

For 200 years the paper from which Bank of England notes are made has been manufactured at Laverstock in Hampshire.

The Daily Advertiser, 75 cents a month. Delivered by Carrier.